

Transit Oriented Development (TOD) and the Local Economy

New Challenges Facing Equitable TOD

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Topics

- About SCAG
- Progress Made to Date
- Old Challenges & Solutions
Implementing TOD
- New Challenges & Solutions
Implementing Equitable TOD

About SCAG



SCAG FACTS ►

- Nation's largest Metropolitan Planning Organization (MPO)
- Directed by a Regional Council (86 member governing board)
- 38,000 Square Miles
- 6 counties, 191 cities
- 15 Subregions
- Over 18 million residents
- Nation's Global Gateway for Trade

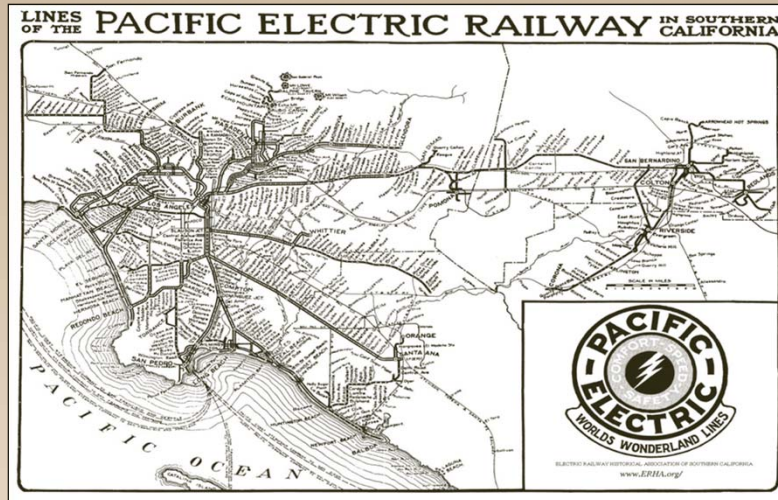
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Topics

- Progress Made to Date
 - **Southern California Rail Network**
 - Sustainability Planning Grants

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Regional Rail System (1920)



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Regional Rail System (1990)



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Regional Rail System (2010)



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Regional Rail System (2035)



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Topics

- Progress Made to Date
 - Southern California Rail Network
 - **Sustainability Planning Grants**

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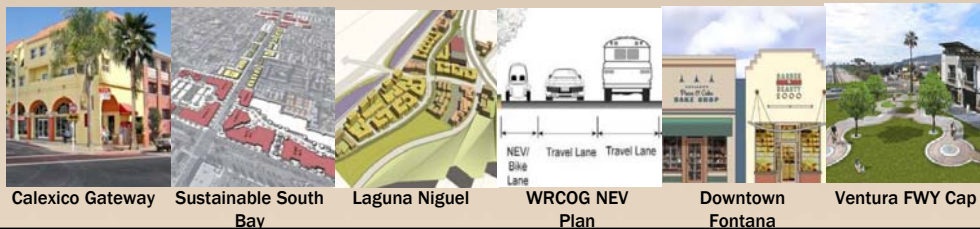
Sustainability Planning Grants

206 Projects with a total SCAG contribution of \$ 24 million since 2005

- 43 Projects with a TOD focus

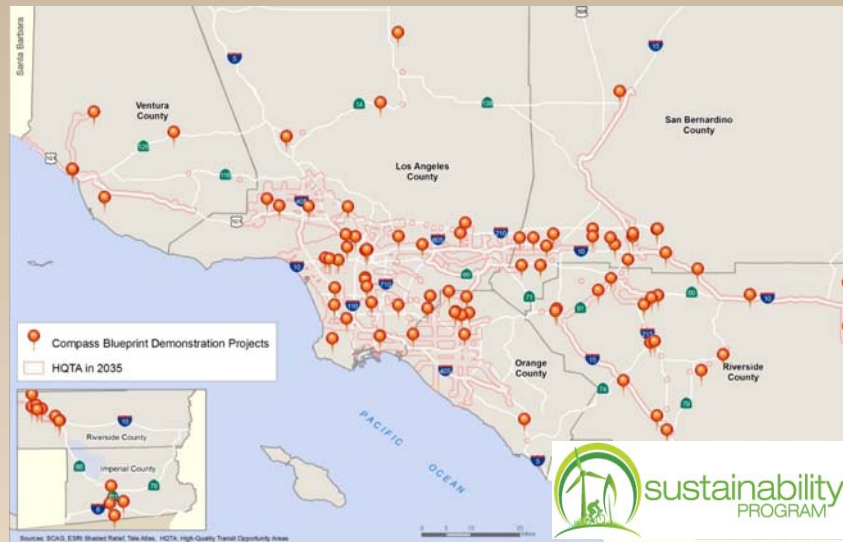
2013 Call for Applications - SCAG received 76 projects totaling a requested \$10.4M in funding

- RTP/SCS Implementation Focus
 - 27 Integrated Land Use Planning
 - 26 Active Transportation Planning
 - 22 Green Regions Initiatives



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Sustainability Planning Grants



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Topics

- Old Challenges & Solutions Implementing TOD
 - **Local Policy Challenges**
 - SCAG Projects

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Old Challenges to TOD

Challenges	Impact
Auto-oriented traffic engineering standards & mitigations	Increase costs, don't capture benefits, make projects more controversial
Suburban style parking minimums	Greatly increase costs, reduce affordability, reduce transit usage
Fragmented jurisdictional responsibilities for station design	Difficult to address transit-to-transit connectivity, fragmented funding
Popular misconceptions of density	NIMBY-ism, lack of political support
Environmental Justice	Localized air quality impacts, disparate investments

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Solutions

Challenges	SCAG funded efforts
Auto-oriented traffic standards	Regional working group to reform auto-oriented level of service (LOS) measures, to a more sustainable vehicle miles traveled (VMT) measures
Parking minimums	TOD Parking utilization studies, parking reform training sessions for local planners
Station Design	Station Parking Studies, Improved Kiss & Ride design, Transit-to-Transit Planning
Fear of density	TOD Visualizations, Station Area Specific Plans, Outreach
Environmental Justice	2008 RTP & 2012 RTP/SCS Environmental Justice Analyses

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Topics

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Implementing TOD
 - Local Policy Challenges
 - **SCAG-funded Local Project Examples**

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Culver City & Los Angeles TOD Visions, Metro Expo Line (2006-2008)

Challenges Addressed

Auto-Oriented Traffic Standards

Station Design

Fear of density



Culver City & Los Angeles TOD Visions

TOD District Strategies

- Station Vision Plan
- Photosimulations & Sketch-up
- Real Estate Development analyses for Catalytic Projects

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Azusa Citrus Station Area Concepts, Metro Gold Line Foothill Extension (2008)

Challenges Addressed	<p>The composite image consists of three parts. The top part is a map showing the proposed rail route from Pasadena to Montclair, with various cities and streets labeled. The bottom left is an aerial view of the study area, showing a large, undeveloped plot of land. The bottom right is a conceptual station design, showing a platform, tracks, and surrounding buildings.</p>
Parking Minimums	
Station Design	
Fear of density	
One Size Fits All TOD Design	

Topics

- New Challenges & Solutions
 - Implementing Equitable TOD
 - **New Challenges**
 - Best Practices & Funding Sources
 - SCAG-funded Local Project Examples

New Challenges to TOD

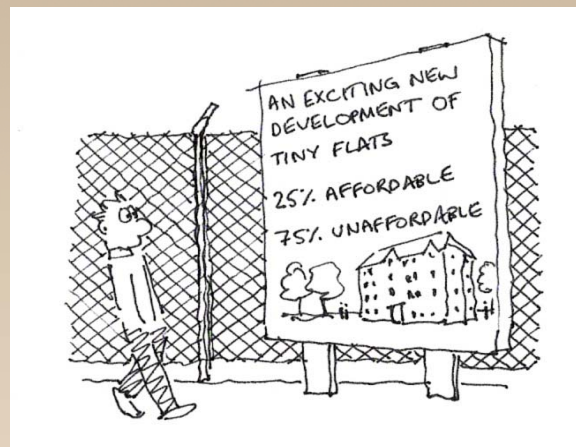
Challenges	New Research
Affordable housing	Gentrification/Displacement Analyses, Best practices for preserving/increasing affordable housing
First/Last Mile Access	SCAG/METRO 1 st /Last Mile Study, Station Access Studies
Replacement for Redevelopment Funding	Cap-and-Trade; Enhanced Infrastructure Financing Districts; Active Transportation Program

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New Challenges to TOD



Gentrification



Displacement

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Topics

- New Challenges & Solutions
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 - New Challenges
 - **Best Practices & Funding Sources**
 - SCAG Projects

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Best Practices for Equitable TOD

- Transit-oriented affordable housing funds
 - Housing rehabilitation
 - Small site acquisitions
 - Land banking for affordable housing
- Housing trust funds
- Inclusionary zoning
- Rent control

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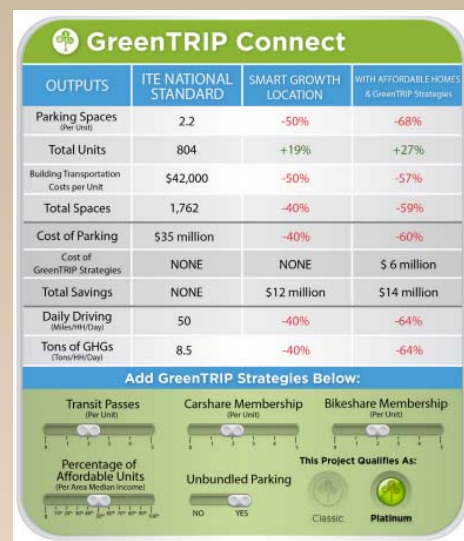
Best Practices for Equitable TOD

- Community benefits agreement
- Corridor-based Tax Increment Financing Districts
- Joint Development opportunities for affordable housing production

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Best Practices for Equitable TOD

- CA Green Trip
 - Reduced parking
 - Unbundled Parking
 - Free transit passes
 - Shared Use Mobility Services
- Secures Affordable Housing
- Proving link between affordability & GHG reductions



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Affordable Housing & Sustainable Communities (AHSC) Funding

Cap-and-Trade Greenhouse Gas Reduction funds

- \$120M available for AHSC in FY 14-15
 - 50% min for affordable housing projects
 - 40% min for TOD projects
 - 50% min benefit disadvantaged communities
- At least 20% of the cap-and-trade funds for AHSC beginning FY 15-16

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Enhanced Infrastructure Finance Districts (EIFD) - Funding

Areas	"Classic" IFDs	EIFDs			
Voter Approval	Multiple 2/3 approvals	One 55% approval for bond issuance			
Revenue Sources	Only increment of tax levied on taxable property	Broad authority to capture "net available revenue" (other than school funds)	Public Light Rail Inf.	Sustainable Communities	Hotel / Mixed Use
Investment Options	Only "public capital facilities of communitywide significance"	Any "public capital facilities OR other specified projects of community significance" (brownfields restoration, transit priority projects, etc.)			
Collaboration among Taxing Entities	IFD law allows other taxing entities to contribute taxes, but law has no procedure for joint governance (Joint Powers Authority presumably possible)	EIFD Governed by "Public Financing Authority" representing participating governments and members of the public	Affordable Housing	Stormwater Recharge	Light / High Speed Rail
Longevity of Bonds/District	30 years from creation of district	45 years from Bond Issuance			
			Public BRT Inf.	Wastewater Treatment	Childcare Facilities

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Orange Line Sustainability Framework, Metro Orange Line BRT (2012)

Challenges Addressed

Affordable
Housing
Policies

1st/Last Mile

Public Health
& Safety



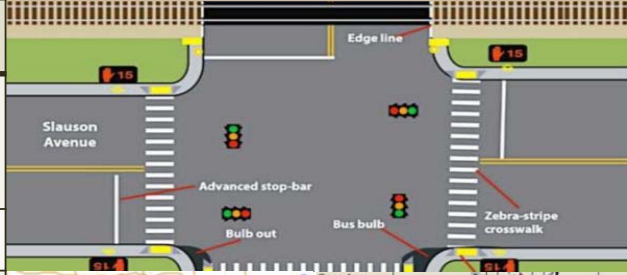

Corridor-Level Recommendations and Public and Private Agency Responsibilities					
Recommendations	City of Los Angeles				Public
	Department of City Planning	Department of Transportation	Planning Department	Los Angeles County Department of Transportation	Public
Orange Line capacity and improve travel		○		●	
connections to Burbank Airport, San Gabriel and Pasadena		○		●	
speed, reliability and frequency of north-south service		○		●	
consistent, high-quality amenities at nearby bus stops		○		●	

Los Angeles , Los Angeles County
Study area of BRT Stations
Specifically address need and recommendations for:

- Affordable Housing
- Public Health
- Safety
- Crime Prevention Design
- Bus-to-BRT Transfers


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Unincorporated Area TOD Access Studies, Metro Blue, Green, & Gold Stations (2013)

Challenges Addressed	 	<p>Unincorporated, Los Angeles County</p> <p>Improve Pedestrian and Bike Access at 9 rail and BRT stations:</p> <ul style="list-style-type: none"> Mainly disadvantaged communities Focus on Public Health & Safety Equitable distribution of funding Improve station access Supports station area investments
Auto-Oriented Traffic Standards		
1 st /Last Mile		
Inter-Agency Funding		

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First/Last Mile Solutions

Challenges Addressed		<p>Joint SCAG/Metro Study</p> <p>Policies & Investments to link Rail & BRT stations to neighborhood destinations</p> <ul style="list-style-type: none"> Rolling Lanes Signage /Wayfinding Public Health & Safety Increased Ridership Toolkit of Municipal & Metro Infrastructure Investments
Auto-Oriented Traffic Standards		
1 st /Last Mile		
Inter-Agency Funding		

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Active Transportation Program

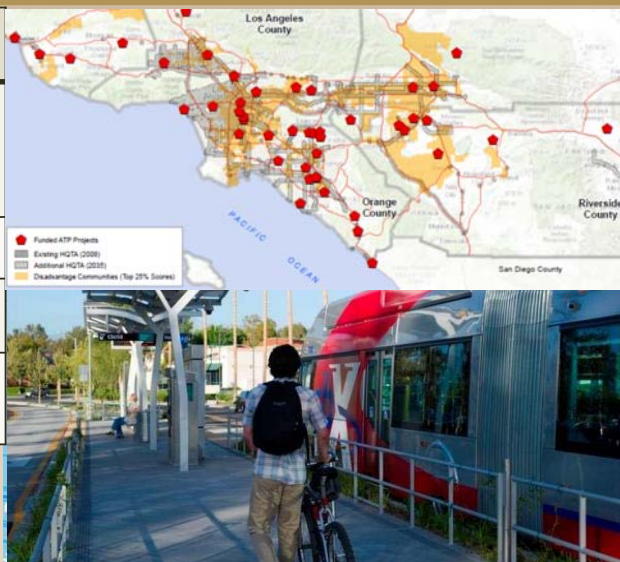
Challenges Addressed

Auto-Oriented Traffic Standards

1st/Last Mile

Inter-Agency Funding

Investment in Disadvantaged Communities



SCAG collaborates with the county transportation commissions, Caltrans and the CTC to administer the ATP. As part of the 2014 ATP:

- Approximately \$200 Million awarded to the SCAG region (Statewide and MPO components).
- 72% of MPO component projects were located in a HQTA.
- 60% of unfunded ATP projects are in HQTA

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Livable Corridors Concept

Challenges Addressed

Bus oriented TOD

Affordable Housing Supply

Inter-Agency Funding



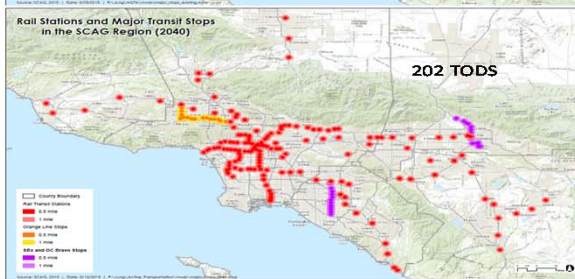
Livable Corridors is a Scenario Concept being analyzed for the 2016 RTP/SCS.

Focuses Sustainable development on Rapid Bus corridors in linked to Rail TOD

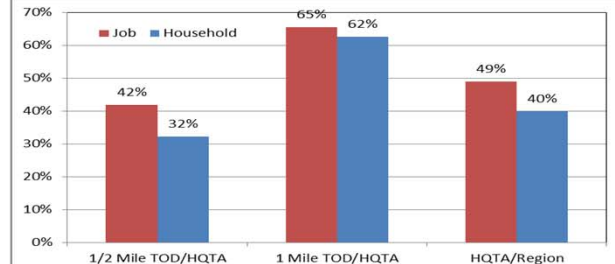
- Economic vitality
- Increase Affordable Housing Supply
- More inviting environment for pedestrians, bicyclists, and transit-users

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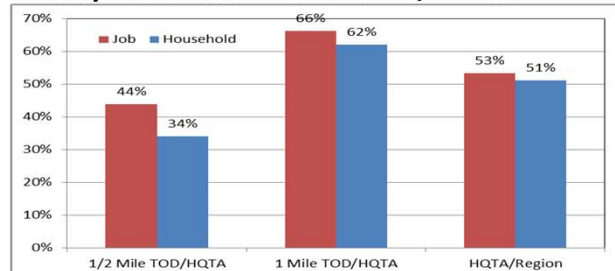
Existing and Plan Growth of Household and Employment in TOD and HQTAs



Job/Household in TOD and HQTAs: 2012



Job/Household in TOD and HQTAs: 2035



Questions?

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Governments

For more information visit
www.scag.ca.gov

